Centralized Intermediate Repair Facilities (CIRF)

U.S. AIR FORCE

U.S. AIR FORCE

Overview

- Genesis
- Concept
- Intent
- Construct
- Retained tasks
- Status Today
- Summary

U.S. AIR FORCE

CIRF - Genesis

- **Defense Reform Initiative Directives (DRID) #54 – Logistics Transformation Plans** **--OSD Memo *23 March 2000***
  - Objective #5: Re-engineer/modernize applicable logistics process/systems
- **AF/ILM-T Logistics Transformation Team**
  - CIRF CONOPS developed
  - CIRF Test in USAFE from Sep 01- Mar 02
- **Studies to Date**
  - RAND Studies – 5 Project AF reports, 2000 thru 2003
  - Log Transformation Team – CIRF Test Report, May 03
  - Others (AFLMA, AFLMI)
- **Demonstrated Success**
  - F-16 2LM avionics; F110 (Misawa); TF34 and F-15 avionics (Kadena)
  - F-101 and B-1 avionics (McConnell)
  - OEF and OIF

U.S. AIR FORCE

CIRF Concept

- **Intermediate Maintenance shop consolidation**
  - Regionalizes shops from like-equipment bases
  - Resource synergies (test equipment, LRU/SRUs, bit and piece parts, etc.)
- **NOT depot level maintenance**
- **Planned CONUS CIRFs on 6 commodities**
  - TF34
  - F100
  - F110
  - LANTIRN
  - ALQ-184
  - F-15 Avionics

U.S. AIR FORCE

Intent

- **Standardize intermediate-level maintenance concepts between CONUS and OCONUS**
  - e.g. “Train like we fight/deploy”
- **Improve training opportunities - both quantity and quality**
- **Create efficiencies through “economies of scale”**
  - Smooth random workloads
- **Improve reliability centered maintenance**
  - e.g., engine module matching

“We have successfully employed the [CIRF] concept for many years at our overseas bases. It’s time to centralize at least some of our intermediate repair activities into a CONUS CIRF network that takes full advantage of our ability to pool scarce reparable assets and fully leverages our robust national transportation network.” *- Gen John P. Jumper, CSAF, Memo to MAJCOMs, 23 Mar 05*

U.S. AIR FORCE

CIRF Construct

- **CIRFs are organized within existing Maintenance Sq (MXS, EMS, CMS)**
- **CIRFs may be integrated workforces of AD, ANG, AFRC, Civilian, and Contractor personnel**
- **Where possible, reparable assets are pooled (versus "repair-return")**
  - Robust C2 architecture key to prioritization, induction, and distribution of CIRF assets
  - Reduces customer wait time
- **CIRFs take on the UTC responsibilities of their supported units and deploy resources to OCONUS CIRFs, as required**
  - UTCs are scalable from CIRF augmentation to full ILM capability
  - CIRF manning will be sized to support UTCs and CONUS workload
- **Supported units may perform "Retained Tasks" (e.g., JEIM Retained Task List)**
- **In-transit visibility of serviceable and reparable assets is essential**

U.S. AIR FORCE

Retained Tasks

- **At least for engines, and possibly other commodities, bases cannot totally divest their I-level capability**
- **Retained Tasks = approved list of tasks which will be performed at the supported units**
- **PROS:**
  - Increases spare engine availability by quick-turning minor maintenance
  - Enhances unit capabilities (resident expertise to assist AMUs)
  - Serves as a “safety net” against grounding TCTOs
  - Facilitates career progression, upgrade training, and rotation
  - Proven concept for OCONUS units and 2LM engines
- **CONS:**
  - Reduces consolidation savings (requires personnel, equipment, and facilities)

U.S. AIR FORCE

"Status Today"

- **RAND CONUS CIRF study complete for current force structure**
  - Based on approved force structure changes through FYDP
  - Will re-run for post-BRAC force structure
  - Further analysis required for proposed CIRF sites
    - e.g., facility construction/expansion requirements
  - Focus area for MAJCOM Working Group

- **CIRF CONOPS estimated publishing date: Nov 05**

U.S. AIR FORCE

Summary

- **CIRF…not a new concept…we've employed successfully for years**
- **CIRFs support expeditionary mission/Agile Combat Support principles**
- **CONOPS institutionalizes Operational-level guidance**